Madison Avenue
Form District

Advisory Committee Meeting #2
September 25, 2007
Agenda

- Introductions
- Redevelopment Plan – Summary
  - Q&A
- Streetscape alternatives for south section
  - TANK issue
- Next steps
  - Visual preference survey
  - Next meeting
Redevelopment Plan - Summary

- Introduction
- Existing Conditions
- Redevelopment Concepts
- Transportation Concepts
- Implementation
Introduction – Purpose of the plan

- Improve economic conditions by making the corridor more attractive for business and an environment friendly to development
- Improve residential opportunities
- Build upon its strengths – Cathedral, churches, historic housing stock
- Provide transportation improvements to increase safety, improve pedestrian connectivity and a greater focus on public transportation
- Allow for continued public participation in the development of the corridor.
Compliance with KRS 99.330

- Redevelopment:
  May include acquisition or assemblage of real property, demolition and clearance of structures, rehabilitation of structures, redevelopment/adaptive reuse of properties, new construction of properties, historic preservation, and installation of public improvements.

- Public participation – 3 public meetings, 3 Steering Committee meetings
Demographics

- Approx 6,500 pop within census tracts which surround the corridor
- 24% under 18 yrs, 9% over 65 yrs.
- Unemployment rate 9.5% - higher than city, county or state
- 15% vacancy rate - higher than city, county or state
- 62% rental occupancy
- More households with no vehicles avail.
Transportation issues

- Redirecting traffic from Scott and Greenup to Madison Avenue and reverting existing one-way pair to function as neighborhood streets.
- Insufficient parking available for residents.
- License plate survey found that nearly 50% of all motorists are driving through and not stopping on Madison Ave.
- High occurrence of vehicle crashes over a 3 yr period
Transportation issues – con’t

- Improve east-west connectivity between Madison Ave and adjacent neighborhoods
  - Realignment of 15th Street into one intersection
  - Connection of 19th Street from Madison Avenue to Scott Street
## Building and Structural Conditions

<table>
<thead>
<tr>
<th>Category</th>
<th># of properties</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adequate</td>
<td>71</td>
<td>36%</td>
</tr>
<tr>
<td>Minor violation</td>
<td>18</td>
<td>9%</td>
</tr>
<tr>
<td>Major violation</td>
<td>66</td>
<td>34%</td>
</tr>
<tr>
<td>No information</td>
<td>40</td>
<td>21%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>195</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>
Redevelopment concepts

- Corridor is a transition area between intense urban downtown and less dense, suburban (strip type) development
- Plan proposed to build on the strengths of the corridor and feature a mix of uses that function and compliment each other.
- Adjacent neighborhoods provide the density that could support a vital, thriving street and place.
- Attract professionals seeking to live near work and enjoy urban amenities.
Redevelopment concepts – con’t

- Cathedral Basilica – a major attraction

  +

- Variety of other uses and steady volume of traffic passing through

  BUT

- Corridor lacks businesses, restaurants, shops, etc that draw people + a theme and cohesiveness to make the corridor a destination in the city
Redevelopment Plan - Action Steps

- Place buildings close to the street
- Mixed uses with retail on the ground floor and office or residential above
- Ensure adequate supply of on and off-street parking (to the side or rear)
- Sidewalks and streetscape elements consistent with the City’s Book of Streetscape Standards, specialty paving where appropriate to add visual interest
Redevelopment Plan - Action Steps

- On-street parking where viable and scattered “green” parking areas along the corridor
- Street furniture, trash bins, landscaping which are distinctive and consistent and provide a pleasing pedestrian experience
- Take into account the relationship of the design with public transit service
- Public parks, squares and buildings and religious places as cultural gathering places
Land Use Recommendations

- Preferred **Concept D**: Integrated Commercial Districts with mixed-use redevelopment of the corridor, including areas w/ light industrial, commercial and residential emphasis.
Cathedral “North Gateway”
Cathedral “North Gateway”

Exhibit: 12th Street Corridor Redevelopment Plan (at Madison Avenue)
Holmes Campus – “South Gateway”
TANK Service/SuperStop

- A clean, attractive and permanent shelter/waiting area
- Seating
- Trash receptacle
- Improved signage
- Improved passenger information (maps, schedules, contact information, etc.)
- Lighting (if not currently available on-street)
Eastside Licking River Greenway
Implementation

- Property acquisition (public or private)
  - Phase I
  - Phase II
- Design Overlay Zone
- Identify opportunities for additional mid-block parking on landscaped lots
- Streetscape improvements
Implementation

- Property acquisition (public or private)
  - Phase I
  - Phase II
- Design Overlay Zone
- Identify opportunities for additional mid-block parking on landscaped lots
- Streetscape improvements
Transportation Issues

- High Levels of Pedestrian Activity in front of Holmes H.S. and 25th St. Bus Stop
- Bus Blockages on Madison Ave.
- Access to adjacent properties via alleys
- Narrow Roadway at Curve north of 25th St.
- 3-lane 4-Lane cross section south of 19th Street
South Cross Section
## Traffic Operations

### Traffic Operation Analysis

<table>
<thead>
<tr>
<th>Intersection</th>
<th>4-Lane Alternative</th>
<th>3-Lane Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>LOS</td>
<td>Delay (sec)</td>
</tr>
<tr>
<td>19th St. at Madison Ave.</td>
<td>A (A)</td>
<td>5.7 (6.0)</td>
</tr>
<tr>
<td>20th St. at Madison Ave.</td>
<td>A (C)</td>
<td>5.7 (23.1)</td>
</tr>
<tr>
<td>Wallace Ave. at Madison Ave.</td>
<td>A (A)</td>
<td>1.3 (2.6)</td>
</tr>
<tr>
<td>25th St. at Madison Ave.</td>
<td>A (A)</td>
<td>0.8 (0.9)</td>
</tr>
<tr>
<td>26th St. at KY 16 / KY 17</td>
<td>C (B)</td>
<td>21.3 (19.7)</td>
</tr>
</tbody>
</table>

Notes: XX (YY) = AM Peak (PM Peak)
# On-Street Parking

### Madison Avenue On-Street Parking (Spaces)

<table>
<thead>
<tr>
<th>Block</th>
<th>4-Lane Alternative</th>
<th>3-Lane Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>West Side</td>
<td>East Side</td>
</tr>
<tr>
<td>19th St. to 20th St.</td>
<td>--</td>
<td>8 spaces</td>
</tr>
<tr>
<td>20th St. to Wallace Ave.</td>
<td>10 spaces</td>
<td>10 spaces</td>
</tr>
<tr>
<td>Wallace Ave. to Sterret Ave.</td>
<td>20 spaces</td>
<td>20 spaces</td>
</tr>
<tr>
<td>Sterret Ave. to 24th St.</td>
<td>11 spaces</td>
<td>11 spaces</td>
</tr>
<tr>
<td>24th St. to 25th Street</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>90 spaces</td>
<td></td>
</tr>
</tbody>
</table>